

**MUMETA**  
Specialists Photographers.  
All kinds of Photographs.  
Work done in latest styles  
also Passport Photos.  
Developing and Printing for  
Amateurs a Speciality.  
No. 44 Queen's Road Central  
Tel. 254.

# The China Mail.

ESTABLISHED 1843

OVERLAND CHINA MAIL  
PUBLISHED EVERY  
MAIL DAY.  
Contains the Week's News  
of Hongkong and the  
Far East.  
Prices (including Postage) to any  
part of the world \$12.  
per annum.

No. 18740.

號六月七年七十百九千壹第

HONGKONG, SATURDAY, JANUARY 6, 1917.

辰丙次歲年六國民華中

PRICE 33.00 Per Month

THORNES

**OLD VAT  
No. 4.  
SCOTCH WHISKY.**

SOLE AGENTS:

**A. S. WATSON & Co. Ltd.**  
WINE & SPIRIT MERCHANTS  
HONGKONG  
Tel. 216.



NOTICE.

ANY EUROPEAN, NON ASIATIC or  
INDIAN desiring to leave the  
Colony should apply in person at the  
Central Police Station between the hours  
of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M.  
daily.  
Applicants will be required to produce  
Passports or identification papers. All  
persons, with certain exceptions, who  
remain in the Colony for more than  
7 days are required to Register them-  
selves under the REGISTRATION OF  
PERSONS ORDINANCE 1916. Forms  
of Registration giving the particulars  
required may be obtained at the G.P.O.  
and at all Police Stations.  
The Penalty for non compliance is a  
fine not exceeding \$50.

PEAK TRAMWAYS COMPANY,  
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS

8.10 p.m. and 9 p.m., 9.30 p.m. to 11.00  
p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of  
an hour.

SATURDAY.

7.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 noon Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.  
SPECIAL CARS by arrangement at the  
Company's Office, ALEXANDRA BUILDING,  
200 Queen's Road Central.

Season and punch tickets available for  
all cars not already full running at the  
time stated in the Company's time tables,  
but not for special cars, can be obtained  
on application at the Company's Office.  
No Season ticket will be issued until  
payment therefor has been made in Bank  
Notes or by Cheque or Comproadors order  
representing Bank Notes.

JOHN D. HUMPHREYS & SON,  
General Managers.

THE FIRST CHINESE NEWSPAPER  
EVER ISSUED UNDER  
PURELY NATIVE DIRECTION.

**The Chinese Mail**

華字日報

THE LEADING CHINESE POLITICAL AND  
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE  
TELEGRAPHIC NEWS FROM  
NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM  
VARIOUS PORTS IN CHINA AND JAPAN.

\$17.00 per annum delivered in Hongkong  
\$17.00 to all other ports.

5, WILKINSON STREET, HONGKONG.

BUSINESS NOTICES.

**STEAM OR MOTOR VESSELS**

8,000 Tons, 8,000 Horse Power now Built.  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destination.  
INJECTORS AND STEAM PUMPS.

**W. S. BAILEY & Co., Ltd.**

ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY

**DRAGON MOTOR CAR CO.**

SOLE DISTRIBUTORS FOR THE FAMOUS



TELEPHONE 482.  
COME AND INSPECT  
BEST CARS IN THE COLONY FOR HIRE.

**CRUICKSHANK'S COUGH  
REMEDY.**

A VALUABLE REMEDY FOR INFLUENZA COLDS,  
BRONCHITIS, ASTHMA AND ALL DISEASES  
OF THE CHEST AND LUNGS.

Price \$1.00 Per Bottle.

N.B.—REDUCTION IN PRICES FROM 1st JANUARY.

**VICTORIA DISPENSARY.**

33 QUEEN'S ROAD, CENTRAL.

**THE HONGKONG ROPE MANUFACTURING CO., Ltd.**

Established 1883

MANUFACTURERS OF

**PURE Manila ROPE**

STRAND 1/2" to 15" CIRCUMFERENCE.  
CABLE LAID 5" to 15" CIRCUMFERENCE.  
4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to

**Shewan, Tomes & Co., General Manager.**

Hongkong, April 11, 1917.

501



**GILBEY'S SPEY-ROYAL  
SCOTCH WHISKY.**

IS GUARANTEED TO BE MADE FROM  
PURE Malted BARLEY IN A POT STILL.

**10 YEARS OLD.**

SOLE AGENTS:

**A. S. WATSON & CO., LTD.,**

WINE AND SPIRIT MERCHANTS,

Telephone No. 618.

**THE KWONG HIP LUNG CO., LTD.**

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS. BOILER-MAKING, BRASS and IRON  
FOUNDRIES. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Shipyards and can accommodate any craft  
of 200 tons tonnage.  
Town Office: 48, QUEEN'S ROAD CENTRAL, HONGKONG. Telephone No. 469.  
Shipyards: Sham-Sui-Po, Kowloon, HONGKONG. Telephone No. 9.  
Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1917.

BUSINESS NOTICES.

**TAIKOO DOCKYARD.**  
BUILDERS OF SHIPS & ENGINES  
OF EVERY DESCRIPTION  
— THE TAIKOO DOCKYARD & ENGINEERING COMPANY —  
— OF HONGKONG LTD. —  
AGENTS:  
SUTHERLAND & SONS  
— TELEPHONE 212 —  
— TELEGRAPHIC ADDRESS: "TAIKOO" —

**GREEN ISLAND CEMENT CO., LD**  
**PORTLAND CEMENT**

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

**SHEWAN, TOMES & CO.**

GENERAL MANAGER.

**THE HONGKONG HOTEL  
AND  
GRILL ROOM**

J. H. TAGGART,  
MANAGER.

**PEAK HOTEL.**

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies  
rooms, Roof Garden.  
Terms:—From \$5 per day upwards. Telegraph add: "Peakful,"  
P.O. PEUSTER, Manager.

**PATELL & CO.**

Importers-Exporters

Commission Agents

HONGKONG

Branches:—  
SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

China:—

HANKOW.

SHANGHAI.

CANTON.

**KING EDWARD HOTEL.**

Central Location.

All Electric Trains Pass Entrance,  
Electric Lifts, Fans and Lighting,  
European Baths and Sanitary Fixtures,  
Hot and Cold Water System throughout.  
Best of Food and Service.

Telephones 375.

TELEGRAPHIC ADDRESS:

VICTORIA.

J. WITCHELL,  
Manager.

TANG YUK I, successor to

late SIEN TING

14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation free.

**THE WAR.**

**LATEST TELEGRAMS.**

(Reuter's Service to the China Mail.)

**FIGHTING NEAR  
LOOS.**

**GERMAN CLAIMS.**

**PENETRATED ENGLISH FOURTH  
LINE.**

London, Jan. 5.

A German official report, received  
by wireless, says:

We penetrated the fourth line  
eastward of Loos, inflicting sanguin-  
ary losses on the English.

**FRENCH AERIAL BOMBING  
ACTIVITY.**

Paris, Jan. 5.

A communiqué reports lively arti-  
lery work in the Douaumont and  
Vaux sectors.

It also mentions that twenty  
French aeroplanes bombed aero-  
dromes at Masigny, Haucourt, Fle-  
and Bernes, and the railway stations  
of Ronilly, Athènes, and Villecourt  
and cantonments at Roys.

**GREECE AND THE  
ALLIES' NOTE.**

**CERTAIN CLAUSES REJECTED.**

Athens, Jan. 5.

The ex-Premier who were con-  
sulted by the King unanimously  
decided that the Entente Note was  
unacceptable inasmuch as its accep-  
tance was equivalent to recognition  
that Greece contemplated attacking  
General Sarraïl's rear.

It is stated that the Government  
and King Constantine have decided  
to reject certain clauses of the Note  
and passively submit to the con-  
sequences.

The blockade has made the prices  
of necessities exorbitant.

**AN ITALIAN SUCCESS.**

London, Jan. 5.

An Italian official report states:  
We repulsed violent night attacks  
between Adige and Lake Garda;  
compelling the enemy to retire in  
disorder with heavy losses.  
We advanced 200 metres by a  
sudden and successful attack, estab-  
lishing new positions in the Fassi  
area of Canzo.

**CONFERENCE ON THE GENERAL  
SITUATION.**

**BRITISH MINISTERS AT ROME.**

London, Jan. 5.

It is officially announced that Mr.  
Lloyd George (Prime Minister) and  
Lord Milner (a member of the War  
Cabinet), with official advisers have  
arrived in Rome to participate with  
the French and Italian Governments  
in an exchange of views on the  
general situation.

**KING FERDINAND AND THE  
KAISER.**

Amsterdam, Jan. 5.

The King of Bulgaria had a lengthy  
conference with the Kaiser at the  
German Headquarters on the 3rd  
inst.

**NEW YORK MARKETS AND PEACE  
FLUTTERINGS.**

New York, Jan. 5.

The markets have weakened owing  
to a report that President Wilson  
will make another move towards  
peace if the Entente declines to  
disclose its peace terms.

**RETRIBUTION.**

**THE EXPORT OF COAL TO  
NORWAY.**

London, Jan. 5.

Reuter learns that the export of  
coal from the United Kingdom to  
Norway has been severely restricted  
owing to the export of fish pyrites  
from Norway to Germany in con-  
vention of agreements.

**CANADIAN ENLISTMENTS.**

Ottawa, Jan. 5.

Up to the present 286,955 men  
have enlisted in Canada.

**THE FLOODS IN QUEENSLAND.**

Brisbane, Jan. 5.

The Flinders River has overflowed  
and the surrounding country is  
submerged.  
The Fitzroy River continues to  
rise and Rockhampton is endangered.

(Continued on Page 6.)



## INTIMATIONS

BRITISH GOVERNMENT  
WAR SAVINGS CERTIFICATES

Applications may be made through the undersigned Banks from whom full information and the necessary forms may be obtained:—

CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA,  
HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
MERCANTILE BANK OF INDIA, LTD.

## War Savings Certificates

Value 5 years after purchase £500 £387 10 0  
21  
FREE OF INCOME TAX

For every 15s. 6d. lent now £1 will be paid in 5 years' time equivalent to 5 per cent. compound interest. No Income Tax will be payable.

Anyone, whatever his or her income may be, can buy War Savings Certificates up to a maximum of £500. Certificates in all or their equivalent.

Meanwhile the money may be withdrawn at any time, with an addition after the first year.

## TERMS AND CONDITIONS.

(1) A Certificate entitles the purchaser to receive £1 for each 15s. 6d. on the fifth anniversary of the date of purchase, free of income tax in respect of the accumulated interest.

(2) A Certificate is not transferable except by permission of the Postmaster General; a fee of 1s. will be charged in respect of each transfer. In the event of death, the same rules will be applied as in the case of Savings Bank Deposits.

(3) On written application (on a form obtainable at any Post Office) being made to the Controller, Money Order Department, London, the purchase price, or part thereof in multiples of 15s. 6d., will be repaid at any time, with an addition of 3d. for each 15s. 6d. on the first anniversary of the date of purchase, and with a further addition of 1d. per 15s. 6d. for each month thereafter.

(4) No person may hold more than £500 of Certificates or their equivalent.

The £1 Certificates (purchase price 15s. 6d.) are issued in book form. The Certificates for £10 (purchase price £3 10s. 6d.) and £25 (purchase price £19 7s. 6d.) are issued without books. The £1, £10 and £25 Certificates are on sale at local Post Offices and at most Banks.

Single Certificates for sums from £100 to £500 may be obtained on application to the Comptroller and Accountant General, General Post Office, London; application forms are available at all Post Offices and at most Banks.

If Certificates be lost, and the serial numbers can be furnished to the Controller of the Money Order Department, new Certificates will be issued at a charge of 1s.

GENERAL POST OFFICE, LONDON, June, 1916.

(For examples of investment in War Savings Certificates, see the other side.)

## Examples of Investment in War Savings Certificates

Purchase Price	1 year	2 years	3 years	4 years	5 years
£500	£415 15	£387 10 0	£360 0	£332 10 0	£305 0
£250	£207 15	£193 10 0	£180 0	£166 10 0	£152 10 0
£100	£83 15	£77 10 0	£72 0	£66 10 0	£61 0
£50	£41 15	£38 10 0	£36 0	£33 10 0	£30 10 0
£25	£20 15	£19 10 0	£18 0	£16 10 0	£15 10 0
£10	£8 15	£8 10 0	£8 0	£7 10 0	£7 0
£5	£4 15	£4 10 0	£4 0	£3 10 0	£3 0
£2	£1 15	£1 10 0	£1 0	£0 10 0	£0 10 0
£1	£0 15	£0 10 0	£0 0	£0 0	£0 0

N.B.—The Investment may be any multiple of 15s. 6d. up to £500 10s.

## SILIMPON (SEBATTIK) COAL

THE Undersigned having been appointed agents for the OOWIE HARBOR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPON COAL compares favorably with the better grades of Japanese Coal and gives good results on a very moderate consumption. Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the company's wharf where there is a minimum depth of 27 to 28 feet at low water spring tides.

Charles of Sebatik Bay (Sebatik Harbour) Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.  
Agents for the OOWIE HARBOR COAL Company, Limited.

## INTIMATIONS

## UNIVERSITY OF HONGKONG.

## WANTED.

A MECHANICAL ENGINEER is required by the University of Hongkong, to act as workshop instructor and foreman in the University workshops and engine rooms. Commencing Salary \$280 and quarters.

Applications to be made in writing to Professor Middleton Smith, The University, Hongkong, from whom further particulars may be obtained. Hongkong Jan. 4, 1917. 1382

## NOTICE.

IT IS HEREBY NOTIFIED THAT MR. GEORGE PHILIP LAMBERT has been admitted a Partner in this Firm, the business of which will henceforth be carried on at the same address under the style of WORCESTER & LAMBERT.

W. G. WORCESTER & Co.  
8, Des Voeux Road,  
Hongkong, Jan. 2, 1917. 1387

## HONGKONG ELECTRIC COMPANY, LIMITED.

AS already notified, this Company's Generating Plant is now carrying in the vicinity of the maximum load and no further installations can be made for the present. Consumers and Wiring Contractors are warned against the danger of making additions to existing installations and are reminded that under the Regulations for securing the Safety of the Public contained in the Schedule to the Electricity Supply Ordinance 1911 (as amended) "Any person making any addition to any electrical installation connected to the Company's main supply shall be liable to a penalty not exceeding fifty Dollars for every such addition."

By Order of the Board,  
GIBB, LIVINGSTON & CO.  
Hongkong, Jan. 5, 1917. 1395

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AS already notified, this Company's Generating Plant is now carrying in the vicinity of the maximum load and no further installations can be made for the present. Consumers and Wiring Contractors are warned against the danger of making additions to existing installations and are reminded that under the Regulations for securing the Safety of the Public contained in the Schedule to the Electricity Supply Ordinance 1911 (as amended) "Any person making any addition to any electrical installation connected to the Company's main supply shall be liable to a penalty not exceeding fifty Dollars for every such addition."

By Order of the Board,  
GIBB, LIVINGSTON & CO.  
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## QUALITY is the point

which is necessary  
in an enjoyable  
Cigarette.



That's why  
"EMBASSY"  
VIRGINIA No. 77  
has been justly  
described as  
THE CIGARETTE  
DE LUXE.

## WHEN THE WAR IS OVER.

## THE QUESTION OF DEMOBILIZATION DISCUSSED.

The complexity of transferring each of the 3,000,000 or 4,000,000 soldiers into a niche in our industrial life which will enable him to exercise his skill for the national benefit, as well as for his own advantage, is most obvious. The correct solution must greatly affect the prosperity of the people, and should therefore be tackled with state-manlike breadth of view, completeness, and the greatest care. Where trades are federated, as in the case of shipbuilding, engineering, textiles and mining, the employers' federations ought to be set to work, in association with trade unions, to prepare lists of men now in the army for whom positions could be found on the attainment of peace at work which would immediately conduce to the establishment of industrial equilibrium.

No difficulty need be anticipated regarding the extent of employment available, nor the possibility of unskilled or partly skilled or female labour being displaced, says "Engineering." The immense wastage of 27 months of warfare has to be made up, and therefore in practically all industries there will be experienced such a demand for labour as will more than absorb the supply consequent on the demobilization of the army. It is a question rather of effectively disposing of this labour to the best advantage from the individual and national points of view. With the lists of suitable workers prepared by employers federations and trade unions, the army authorities could quickly discover the men, and arrange for their passage direct from the front to the bench so that there would be no delay. On the other hand there would be the extreme satisfaction on the part of each unit of the army in finding the national recognition of the duty to place him in a position to earn his living, in better circumstances, we hope, than in the past.

## RIGHT AND WRONG METHODS.

Objection might be taken to the difficulty of this procedure in the army, and we are glad to see that such an authority as Major-General S. S. Long, C.B., who occupied the important position of Director of Supplies and Transport, has met, such possible objection with logical clearness. Anticipating the view that brigades or divisions will require to be maintained at their service strength, and that the withdrawal of a number of men from each would tend to disorganization, he points out that day by day a large number of men from one division or another is hors de combat, owing to casualties, and that those responsible for the maintenance of such divisions have every day practice in keeping them up to full strength. Major-General Long, in his article in the "Nineteenth Century and After" treats the subject of "right and wrong methods of demobilization" on broad lines, somewhat corresponding to those we have indicated, and, from his service experience, he evolves a definite procedure by the army authorities.

In order to enable individuals who are chosen for their adaptability to meet immediate peace requirements in the factory he suggests that the document of discharge of each soldier might take the form of a little book with perforated pages. There would be given an duplicate an authority signed by the demobilization official, ordering the man's GROUP.

EVERY young child is susceptible to a group. Don't wait until this dreadful disease attacks your little one before you prepare for it. From the first night when chemists shops are usually closed, and this alone should be a warning. Get and keep Chamberlain's Cough Remedy on hand. It never fails, acts quickly and is absolutely harmless. For sale by all Chemists and Storekeepers.

## CHAMBERLAIN'S COUGH REMEDY

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THE ORIGINAL AND ONLY GENUINE.

DIARRHOEA, and is the only Specific in CHOLERA and DYSENTERY.

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### PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

**TUESDAY,**  
the 9th January, 1917, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

A LARGE QUANTITY OF VALUABLE TEAKWOOD AND SUNDRY BLACKWOOD FURNITURE, &c., &c.

As follows:—  
Two Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, Double Brass-mounted Bedstead, Brass and Teakwood Twin Bedsteads, Sideboards, Dining Waggons, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Dining Services, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Set, &c., Bath Room Utensils, Large "Bell-top" Desk and Writing Tables, etc., Sundry Electric Fitted Ware.

Also  
Piano by Challen and Sons, London, in good condition, Electric Reading Lamp and Stove (New), Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, Carpets and Rugs, Cloaks, &c., &c.

Also  
Gent's Bicycle (new), Tennis Racket and Nettings, &c., Brass Finger Bowls, Child's Cots, Perambulator, etc. (Full Particulars from Catalogue.)

Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Jan. 4, 1917. 1594

### PUBLIC AUCTION.

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**THURSDAY,**  
the 11th January, 1917, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

A MISCELLANEOUS STOCK, comprising:—  
Gent's Woollen Singlets and pants, Shirts, Ties, Suspenders, Socks, &c., a few pairs Lady's and Gent's Boots and Shoes, Bath Robes and Gowns, Canteenware, Blankets, Bath and Face Towels, Toilet Soap, &c., &c., &c.

A quantity of Dress Material, Sun and Straw Hats.

Terms:—Cash.

HUGHES & HOUGH,  
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Hongkong, Jan. 4, 1917. 1593

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HUGHES & HOUGH,  
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### THE NEW FRENCH REMEDY.

#### THERAPION No. 1

CURE FOR ALL THE AFFECTIONS OF THE SKIN.

#### THERAPION No. 2

CURE FOR ALL THE AFFECTIONS OF THE THROAT AND LUNGS.

#### THERAPION No. 3

CURE FOR ALL THE AFFECTIONS OF THE STOMACH AND BOWELS.

Dealers seeking Agencies are advised that the Underigned have for sale, on a very low price, a large quantity of the above-mentioned Remedies, and are prepared to supply them in any quantity required.

For further particulars apply to the Underigned.

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Hongkong, Dec. 22, 1916. 1570

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HUGHES & HOUGH,  
Auctioneers.  
Hongkong, Jan. 4, 1917. 1594

### LESSONS IN CHINESE.

MR. L. HON. FAN, a Chinese graduate, resident in Hongkong, has been teaching in the Chinese Language in the Chinese Language School, and is now offering lessons in the Chinese Language to students of all ages. He has a good command of the Chinese Language, and is able to teach in both the Chinese and English languages. He has a large number of students, and is well known for his teaching. He is now offering lessons in the Chinese Language to students of all ages. He has a good command of the Chinese Language, and is able to teach in both the Chinese and English languages. He has a large number of students, and is well known for his teaching.

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### FRENCH LESSONS.

G. MOUSSON.  
15, Morrison Hill Road.

## UNITED STATES AND CHINA.

### REVIEW OF RECENT DIPLOMATIC ENDEAVOURS.

Dr. Yoshino, a Professor of the Tokyo Imperial University, and an authority on Chinese affairs, contributing along article on "America's Chinese Activities" to the "Yokohama Boshu," in the course of which he says:—

"The first positive step America took for the purpose of establishing her rights in China was in November, 1900, when Mr. Knox, the Secretary of State, put forth a proposal for the neutralization of the Manchurian railways, suggesting as an alternative an American railway concession. This proposal was, however, opposed by Japan and Russia in January of the following year, and fell through. Through the railway proposal thus fell through, American activity in China became more marked, and American capitalists became very active in the Southern districts, in which Japan has no close interests. America's ambitions included the suppression of Great Britain, Russia and France, but her most energetic efforts were directed towards the checking of the expansion of Japan's influence in China. This was, of course, partly due to the desire of the Chinese statesmen, but the chief object was to break down all predominant influence and to establish the principle of the Open Door and equal opportunity, the upholding of which principle has always been essential to American development in China.

"America's first attempt, in collusion with the local anti-Japanese elements, to check Japan's influence in China, was started at Mukden about 1908. Japan's influence in Manchuria gradually increased after the Russo-Japanese War, and, as a result, Yuan Shih-kai, who had been friendly to Japan up to that time, began to turn the cold shoulder to this country. In 1908, he introduced sweeping reforms in the Manchurian administration, with a view to offering a stronger front to Japan. He made the Three Eastern Provinces a Viceroyalty, which post he assigned to Mr. Hsu Shih-chang, his confidant. Under Mr. Hsu Shih-chang served Mr. Tang Shao-yi, General Chu Chih-pao, and General Tzu Chih-kuei, who were appointed Governors of Mukden, Kirin and Amur provinces respectively. Special importance was attached to Mukden, which was made the centre of Manchurian diplomacy, and Mr. Tang Shao-yi was nominated to direct diplomatic transactions with Japan. At that time, the American Consulate at Mukden was presided over by Mr. Straight, a young and able American diplomat. This shrewd diplomat, in secret co-operation with Mr. Tang Shao-yi, rendered material help in the stationing of various railway loans, and paved the way for the vigorous activity of the American capitalists. These circumstances served to make Mr. Tang Shao-yi, who was educated in America and had already acquired pro-American sympathies, still more friendly to America.

"In the previous year, that is, in 1907, America placed China under obligations by proposing the re-payment to China of the Boxer indemnity. These favours which America bestowed upon China suggested to some Chinese statesmen the idea of calling in American aid for holding Japan's aggression in check. The idea gradually developed into one of forming an Alliance with America, which was fully discussed towards the close of 1908. The Sino-American Alliance question came to the front in the autumn of 1908, when the Chinese Government dispatched Mr. Tang Shao-yi to America ostensibly for the purpose of tendering thanks to the Washington authorities for their repayment of the Boxer indemnity. The Chinese Envoy made a short stay in Tokyo before proceeding to America, and it was on November 8th that he left here for America. Immediately on landing at San Francisco on November 23rd, he left for Washington.

"According to a rumour, truthfully circulated at the time, Mr. Tang's real mission was to conclude an Alliance with America, offering to that country a naval base on the coast of Fukien province. The question of concluding a Sino-American Alliance was busily canvassed by those Americans who reviewed Japan's pre-eminence in Manchuria with jealous eyes. In the summer of that year, an editorial appeared in the "New York Herald," advocating the conclusion of such an Alliance on the ground that America and China suffered equal damages by Japan's aggression. A subsequent issue of the American journal contained an article speaking of Dr. Wu Ting-fang, then Chinese Minister to America, expressing much gratification at the above-mentioned editorial. Mr. Tang, the Chinese Envoy, visited President Taft at the White House on December 8th, and was very actively engaged in composing his mission, when suddenly a New York telegram on December 21st reported that the attempt to induce the American Government to make a diplomatic declaration analogous to the Sino-American Alliance had failed. With the downfall of Yuan Shih-kai in January, 1910, the idea of the Sino-American Alliance died a natural death. Naturally it had never made a very strong appeal to the intelligent statesmen of America, yet it cannot be denied that a section of the American public promoted it with all their energy.

"From after the Alliance met with a setback, a new and arduous problem called the Saisano question arose. This question is traceable to the dispatch of a Chinese mission, including Admiral Sah Chen-ping, to America in 1910, to make certain investigations into naval affairs. During their stay in America a contract was signed between the Chinese Government and the Bethlehem American Steel Trust for a loan of \$20,000,000 for the purpose of the re-construction of a naval port and of the building of warships, and it was confidently rumoured that the naval port the contracting parties had in mind was Santuso, in the northern part of Fukien province, only ninety miles from the port of Tamsui in Formosa. The important bearing which this had on the defence of Formosa needs no emphasis, and, in fact, as early as 1898 Mr. Taft, the Japanese Minister to China, entered into an agreement with the Peking authorities providing that this province should never be ceded to any foreign country. It is such an important naval port should be brought under the influence of any foreign country, the defensive measure for southern Japan would lose half their efficiency, and it is quite obvious that Japan could ill afford to sit with folded hands in the circumstances. Fortunately for Japan, the First Revolution broke out in China before this scheme had assumed any concrete form, and it was consequently shelved. The American capitalists participating in the agreement were however, evidently determined to press the Chinese Government for the fulfilment of the contract, despite the fact that the Manchu Government, with which they had concluded the contract, had been replaced by the present Republican regime, for in February, 1914, they dispatched Mr. Johnson to Peking as their representative for the express purpose of keeping negotiations on the question. It was even reported that as the result of these negotiations a new contract was signed in the middle of March of the same year. The sensation this report created in Japan may well be imagined: The Japanese Government evidently felt great anxiety over the question, especially Admiral Sah Chen-ping and Admiral Liu Kuan-hung, who were responsible for the Chinese naval administration at the time, are noted for their pro-American sympathies. When, therefore, the "North China Daily News" disclosed what was said to be the contents of the contract, Japan preferred formal interpellations to both the Chinese and the American Governments. The Chinese Government fairly denied the rumour as a pure fabrication, but the United States Government returned a very equivocal answer. It did not absolutely deny the fact that there existed a certain contract between the Bethlehem Company and the Chinese Government. Even though such contract was really signed between the parties, however, it was intimated, it would never be carried out in the face of Japan's opposition.

"The fact, however, must not be lost sight of that the American capitalists were so intent upon the development of the Chinese connection that they were even ready to run considerable risks. In these circumstances, the Japanese Government formulated two demands in the Sino-Japanese negotiations last year—that China should never allow any foreign country to construct military works on the coast of Fukien province, and that even if China undertook such schemes herself she should not borrow foreign money for the purpose. While the struggle was going on Mr. Wilson was elected President of the United States, and, owing to the great fluctuations in economic circles that set in, after his assumption of the Presidency, America's development in China received a temporary setback. With a return of financial prosperity, however, the Americans have begun to look again towards China as a sphere for future economic development. This is only natural, and neither the strongest opposition of the President nor the utmost indifference of the Washington Government would suffice to stem the current. The necessity with which economic circles in America are now confronted is not limited to looking to China as a sphere of her future industrial development, but she is also seeking a field for the investment of her enormous capital, and desire to develop Chinese sources of wealth and thereby improve the purchasing power of the Chinese people. When these points are taken into due consideration it will be seen that it is inevitable that the Americans should feel a pressing need for cementing closer economic relations with China.

"THE AMERICAN-JAPANESE CO-OPERATION. HERE AGAIN.

Here the question arises whether America is well advised to adhere to her China policy, which brings her into ultimate conflict with Japan, or whether it will be better for her to co-operate with this country in securing her industrial development in China. America has hitherto acted on the principle of "looking out for herself," and when Baron Shibusawa visited America, some time ago, he drew particular attention to the superior political position Japan occupies in China, and urged American co-operation with Japan in China, but his advice fell upon deaf ears very few Americans paying any attention to his words. The recent visit of Judge Gary to those shores is, however, said to have had more considerable effect in changing the attitude of American capitalists towards Japan. In other words, they are reported to have realized that the superior political position which Japan enjoys in China is too firm to yield to American pressure, and that it is most advisable for America to secure her economic development in China on the basis of Japan's influence. It remains to be seen how the proposed co-operation

## INTIMATIONS

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##### GRAND ASSAULT-AT-ARMS.

UNDER the auspices of the H.K.P.R. and under the Distinguished Patronage of H.E. the General Officer Commanding (Major-General VINTAGE) and Commodore H.G.G. Sandeman, R.N.

**SATURDAY, 6th JANUARY, 1917.**

PROGRAMME:

EXTRA SPECIAL 15 2-Minute ROUND CONTEST:  
Corpl. SCOTT, R.E.,  
Heavyweight Champion of the Colony.

SEAMAN STAPLETON, R.N.,  
SPECIAL 10 2-Minute ROUND CONTEST:  
For the Pentam-Weight Championship of the Colony:  
Pte. PLIMMER, K.S.I.I., v. Pte. REESTY, K.S.I.I.

SIX 2-Minute ROUND CONTEST:  
Pte. COTTON, K.S.I.I., v. Seaman SIMES, R.N.

SIX 2-Minute ROUND CONTEST:  
Seaman PEPSON, R.N., v. Pte. DAVIES, K.S.I.I.

SIX 2-Minute ROUND CONTEST:  
Seaman SUMMERFIELD, R.N., v. Seppor SMITH, R.E.

SIX 2-Minute ROUND CONTEST:  
Corpl. JONES, K.S.I.I., v. Pte. MARSE, K.S.I.I.

EXHIBITION BOUL:  
"FADY" FINN and SEAMAN PEPSON.  
Referee: H. J. GEDGE, Esq.  
Timekeepers:—Sergt. PITT and Mr. A. B. ALLAN.

Prices: \$5, \$3, \$2 and \$1.  
Soldiers and Sailors in uniform Half-Price to \$3 Seats.  
Band of the H.E.P.R. will render Selections during the evening.  
Doors Open 8.15 p.m. Commence 9 p.m. Sharp.  
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WONDERFUL PURIFIER of the HUMAN BLOOD

Torpid Liver, Debility, Eruptions, &c.

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PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES

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INVITATION CARDS

## BOOKBINDING.

can be effected, and how the political and economic interests of the two countries may be reconciled, but it is not difficult to predict that the American-Japanese co-operation in some form or other can be effected. If this proposed co-operation be successfully carried out, not only will much benefit accrue to China, but it may go a long way towards settling the bloody problems outstanding between Japan and the United States. The only question is, how many Japanese statesmen and financiers are willing to subscribe to Mr. Gary's suggestions in a sincere manner and whether the Japanese have any good plans for utilizing the enormous amounts of American capital available for the promotion of the interests of both countries. Japan Chronicle, translation.

**CURE THAT COUGH**

WHEN you have a troublesome cough, it does not mean that you have consumption or that you are going to have it, but it does mean that your lungs are threatened and it is just as well to be on the safe side and take Chamberlain's Cough Remedy before it is too late. For sale by all Chemists and Dispensaries.

**NORTH BRITISH & MERCANTILE INSURANCE CO.**  
IN WHICH ARE ENTERED THE NAMES OF THE OCEAN MARINE INSURANCE COMPANY, Ltd., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUND at 31st DECEMBER, 1914.  
[Authorized Capital 25,000,000  
Subscribed Capital 24,500,000  
Paid-up Capital 23,437,500  
Fire Fund 5,637,047  
Life & Accident Fund 11,607,500  
Sinking Fund Account 100,000  
Total 25,144,547]

Seven Fire Branches:—  
Life and Accident:—  
Branches:—  
Revenue Marine Department:—  
Other Receipts:—  
25,530,225

It is Accumulative Funds of the various Branches are separately invested, and by Act of Parliament are added to meet the claims under the respective Departments of the Company's Business.

BERNARD TOWN & CO., Agents.





# WATSON'S

## BROWN BRANDY

FINEST OLD

E

QUALITY.

25 YEARS IN WOOD.

A. S. WATSON &amp; Co., Ltd.

WINE AND SPIRIT MERCHANTS.

TEL. NO. 416.

## To-day's Advertisements

## WANTED.

SHORTHAND WRITER wanted.

Apply by letter.  
Box 38.  
CHINA MAIL OFFICE.  
Hongkong, Jan. 6, 1917.

## WANTED.

A LADY TYPIST for a General Store. Experienced, and with a fair knowledge of figures. Apply stating salary required to "Store," C/O CHINA MAIL OFFICE.  
Hongkong, Jan. 6, 1917.

## HONGKONG &amp; CHINA GAS CO., LD.

THE Company begs to notify the Public that the price of Gas will be REDUCED BY TWENTY CENTS per 1,000 cubic feet as from the 1st February next.

By order of the Directors,  
GEORGE CUREY,  
Local Secretary.  
Hongkong, Jan. 6, 1917.

## HONGKONG STOCK EXCHANGE

THE Committee has decided that the following shall be the Settlement Days for the year 1917.

MONDAY,	30th January,
TUESDAY,	31st January,
WEDNESDAY,	1st February,
THURSDAY,	2nd February,
FRIDAY,	3rd February,
SATURDAY,	4th February,
SUNDAY,	5th February,
MONDAY,	6th February,
TUESDAY,	7th February,
WEDNESDAY,	8th February,
THURSDAY,	9th February,
FRIDAY,	10th February,
SATURDAY,	11th February,
SUNDAY,	12th February,

By order of the Committee,  
EDWARD M. RAYMOND,  
Hon. Secretary,  
Hongkong Stock Exchange.  
Hongkong, Jan. 6, 1917.

## THE DIARY.

## MEMO. FOR TO-DAY.

9 p.m.—Police Reserve Assaulted Arms in Theatre Royal.

## MEMO. FOR TO-MORROW.

2.15 p.m.—Rifle Shooting Match between H.K.V.C. and H.K.V.R. at Kowloon.

## MEMOS. FOR MONDAY.

3 p.m.—Sale of Crown Land at P.W.D.  
3.45 p.m.—Full moon.

## General Memoranda.

THURSDAY, Jan. 11.—  
10.30—Auction of a Miscellaneous Stock (Simples, Sweaters, Shirts, Socks etc.) at Messrs. Hughes and Houghton.

FRIDAY, Jan. 12.—  
11 a.m.—Ellis Kadoorie School's Prize Giving.

WEDNESDAY, Jan. 17.—  
Diocesan School Prize Giving.

NOON—Presentation of Prizes by Lady May at Bellios Public School.

THURSDAY, Jan. 20.—  
Noon—Auction of R. C. "Kung Tung" at Messrs. Hughes and Houghton.

THURSDAY, Jan. 23.—  
Chinese New Year.

THURSDAY, Jan. 25.—  
Chinese New Year.

THURSDAY, Jan. 27.—  
Chinese New Year.

THURSDAY, Jan. 27.—  
Chinese New Year.

THURSDAY, Jan. 27.—  
Chinese New Year.

THURSDAY, Jan. 27.—  
Chinese New Year.

THURSDAY, Jan. 27.—  
Chinese New Year.

THURSDAY, Jan. 27.—  
Chinese New Year.

THURSDAY, Jan. 27.—  
Chinese New Year.

THURSDAY, Jan. 27.—  
Chinese New Year.

THURSDAY, Jan. 27.—  
Chinese New Year.

## BIRTHS.

ANDERSON—Dec. 1, at 64, Primrose-hill road, London, wife of Sir Charles Anderson, son.

ASHLEY—On December 30, at Shanghai to Mr. and Mrs. GEORGE FREDERICK ASHLEY, a daughter.

NEILD—On January 1, at Shanghai, the wife of F. M. NEILD, of a son.

## DEATHS.

BRAGA—MARJORIE ELAINE STEWART, aged one year, beloved daughter of J. VINCENT and GLADYS BRAGA, on a.s. Shinyo Maru at Sea, 16th December.

CLEMENT-SMITH—Nov. 29, at Bogner, Dame Teresa Clement-Smith, widow of Right Honourable Sir Cecil Clement-Smith, G.C.M.G.

D'ALMEIDA—At Shanghai on 29th December, 1916, GUTHRIERINA MARIA D'ALMEIDA aged 44.

## The China Mail.

HONGKONG, SATURDAY, JAN. 6, 1917.

## WEST RIVER CONSERVANCY.

Good evidence is afforded by the issue of a somewhat voluminous report and many maps that the new Board of Conservancy Works of Kwangtung proposes to deal with the problem of flood prevention in the regions of the West and North Rivers along the only adequate lines. The formation of the Conservancy Board followed upon the disastrous and unprecedented floods of 1914. The riparian populations decided that "a practical solution" of the question of regulating the waters of the rivers must be found, and the discussion of the matter was subsequently transferred to Peking. Admiral TAN Hsia Hsiao, the Director-General of the Conservancy Board, tells us in an introduction to the Report of the surveys made in 1915 that "the whole body of the metropolitan officers was of the opinion that these disastrous floods should, once for all, be prevented by improvement and regulation of the rivers." The first step taken was to form a Conservancy Board and the next step was to get some preliminary advice from a competent engineer. Mr. v. HEIDENSTAM, the Engineer-in-Chief of the Whampoa Conservancy Board, was instructed by the Board of Foreign Affairs to make an inspection and report. After making an inspection Mr. v. HEIDENSTAM advised that "a reliable, definite and detailed scheme for the conservancy of the West River requires as a basis *some qua non* a detailed survey of certain critical reaches of the river and of the dyke systems, as well as a complete hydrographic investigation during a period of one year." He very properly advised that without such a survey no expert engineer would be able to express a qualified opinion on the works required, much less to evolve a definite scheme and estimate the cost. Mr. v. HEIDENSTAM's advice was readily taken, and he was asked for his assistance in selecting a qualified man to fill the position of Chief Engineer and Surveyor to the Board. He recommended Captain G. W. OLIVECRONA of the Royal Swedish Corps of Engineers, and it is this gentleman's report which has just been issued in English and Chinese, with several maps and photographic views of parts of the river. Captain

OLIVECRONA has the assistance of two foreign and four Chinese engineers, and "a number of students from railway and military educational institutions." The survey was commenced in June 1915 and the Report just issued carries the work down to June 1916. In accordance with Mr. v. HEIDENSTAM's suggestion, the survey work has been so divided as to cover a period of two years. During the first year the surveying and hydrographical observation work was to be completed and observation stations established along the river; and during the second year the results of the survey and the observations were to be systematized and printed, and a definite scheme for protection against floods obtained from expert engineers on the survey. The Report gives much detailed information regarding the surveys, and concludes with "a preliminary programme and estimate for the first six years' work." Work is recommended entailing an expenditure of roughly about two million dollars a year, the total cost being worked out at \$11,869,000. It remains now for the authorities to decide as to whether they will adopt this programme of work, or whether the report will be pigeon-holed, as so many other valuable reports of a similar character "have been" in China. We trust that the authorities are firmly resolved to adhere to their decision in 1914, namely to prevent a recurrence of disastrous floods by improvement and regulation of the rivers. We do not know whether any effort was ever made to ascertain the full extent of the damage to property and to trade and industry caused by the floods of 1914, but we think the opinion might safely be hazarded that it was considerably in excess of the total estimate for the six years' programme of work Captain OLIVECRONA advises, and that fact alone is a sufficient recommendation and justification for the expenditure.

## COLONEL L. G. BIRD AWARDED THE D.S.O.

The many friends in Hongkong of Mr. L. G. Bird, of the firm of Messrs. Palmer and Turner, and now Colonel commanding the 11th Batt. Lancashire Fusiliers, will be gratified to learn that he has been awarded the Distinguished Service Order.

## "MUSICAL APPRECIATION."

LECTURES BY MR. DENMAN FULLER.

Mr. Denman Fuller will give a series of lectures, to which all are invited, on "Musical Appreciation" on Mondays, January 8th, 15th, 22nd, and 29th, at the Helena May Institute. A collection will be made at the conclusion of each lecture on behalf of the Fund for Blind Sailors and Soldiers.

The object of the lectures will be to enable those present to obtain a deeper knowledge and appreciation of good music, particularly of the type less seldom heard. The compositions played and explained at the first lecture (January 8th) will be Ballade in F minor (Chopin), Prelude and Fugue in C sharp minor (Bach), Sphinx (Cyril Scott).

At the last lecture Mr. Fuller will deal with pieces suggested to him by the audience.

By kind permission of H. E. Sir Henry May, Mr. Denman Fuller will give a Piano Recital in the Ball Room at Government House at the end of January, and at each of the four lectures he will refer to and speak of the principal works he will play at that Recital.

## AN AMERICAN HONORARY COMMERCIAL MISSION.

The following is an extract of a letter received by the North-west Trading Co. of Hongkong from their Head Office at Seattle under date of November 20—

All American Honorary Commercial Commission to return the visit of the Chinese Honorary Commercial Commission by making a trip through China, and the delegation will leave there on the a.s. "Empress of Russia" sailing January 25, 1917.

I have the itinerary and it states that the party will arrive in Hongkong on February 15, and will remain there until February 20, when they leave for Canton and then from Canton to Shanghai. The trip also includes visits to Nanking, Hankow, Peking, Tientsin, Mukden, Seoul, Shimonoseki, and then all through Japan on the return.

Yours faithfully,  
(Sd.) D. W. HARTZELL,  
North-west Trading Company.

The Hongkong General Chamber of Commerce and the Chinese Chamber of Commerce have been approached with a view to form a Reception Committee for this body.

We believe that the Chinese Honorary Commercial Commission were very well received and entertained on their recent visit to the United States.

## FOOD AND DRUGS ORDINANCE.

SAMPLES ANALYSED.

The following return is published in the Gazette, over the signature of Mr. E. R. Dwyer, Government Analyst of samples examined under "The Sale of Food and Drugs Ordinance, 1896," for the year ended 31st December, 1916—

Description.	Number of samples.	Number found genuine.	Number found adulterated.
Beer	5	6	0
Brandy	5	6	0
Bread	2	2	0
Flour	1	1	0
Gin	2	2	0
Milk	59	60	0
Port Wine	3	3	0
Rum	7	6	1
Sherry	3	3	0
Whisky	8	6	2

## SOCIAL AND PERSONAL.

His Excellency the Governor has been pleased to appoint Mr. Roger Edward Lindell to be a Member of the Board of Examiners.

His Excellency the Governor has been pleased to appoint Mr. G. C. Moxon to be a 2nd Lieutenant in the Hongkong Volunteer Reserve, with effect from the 27th December, 1916.

The engagement is announced between Mr. Cecil H. B. Joly, Chinese Maritime Customs, Ningpo, and Miss G.E.M. ("Edie") Bridgate, eldest daughter of Mr. W. Kemp Bridgate, Chinese Government Railways, Hankow.

Mr. A. H. Compton, who was recently appointed a member of the Church Body of St. John's Cathedral, has resigned owing to his removal (temporarily) to Shanghai.

## CORRESPONDENCE.

## BRITISH AND FOREIGN SAILORS SOCIETY.

11, Downing St.,  
London, S.W.  
5th December, 1916.

(To the Editor of the "CHINA MAIL.")

DEAR SIR—I venture to appeal to the sympathetic interest of your wide circle of readers in a cause which is very near my heart, and which, in a variety of ways, is voicing the Empire's gratitude to our Sailors.

In addition to its lengthy programme of practical help, the British and Foreign Sailors' Society has been entrusted by the Authorities with definite responsibility for the immediate welfare of aged mothers, widows and orphans of the heroic Seamen who have fallen whilst on Active Service; and in spite of the many appeals of the present hour, I know of nothing more deserving of our generous support.

For, it must be remembered, in addition to all that can reasonably be expected from the State, there naturally remain considerable duties, which indeed, can only be met through the generosity of large-hearted patriots.

It is estimated that at least £50,000 will be necessary for the great task the Sailors' Society has set itself, and knowing personally, as I do, its practical methods, its world-wide outlook, and its efficient administration, I ask your valued co-operation.

In view of the pressing need, it would give me personal pleasure to receive a generous donation from your readers. The smallest gifts will be, more than welcome.

Believe me to be,  
Very truly yours,  
MARGARET LLOYD GEORGE.

## MINING IN SOUTH CHINA.

## THE QUICKSILVER CENTRE.

A correspondent of the "N. C. Daily News," writing from Kueiyang, says—

On a recent trip to the north of Kueiyang I passed through Pohnatung some 110 li from this city, where many years ago mining for quicksilver was carried on to a considerable extent. Even now there are indications that the place was once the centre of a big industry, but for years past, since an accident by which the biggest mines were flooded to such an extent that it has not been possible to get the water out, it has declined until there is but a small street with a market of two or three hundred in attendance every six days. Every now and again, enterprising men with a little capital have started mining but in each case with almost no success.

Quite a number of years ago, the manager (British) of an Anglo-French Syndicate working on the eastern border of Kueishow went to Pohnatung and examined the possibilities of successful mining with modern machinery. He afterwards applied to the Provincial Governor for a concession to take over all quicksilver mining rights east of Kueiyang, offering to build a light railway from Changteh (Hunan) through Kueiyang to Pohnatung, a royalty on profits to go to the Peking Government and to the Kueishow Government. But the governor of Kueiyang, apparently fearing that such a concession would ultimately give foreign powers fresh political rights, objected, telling the Governor that they would work the mines. I don't suppose they are intended to—for they never did—but they were successful in preventing the syndicate getting the concession.

On my recent trip I was interested to find that several fresh attempts are now being made to get quicksilver and presumably not without success, for some of these ventures have been going for between one and two years. In one place I saw the men smelting the ore, four out of the five furnaces being in use. But there seems reason to believe that, if the water could be pumped out, much more quicksilver could be obtained. This was the opinion of the foreign expert referred to, who told me that with foreign machinery the water could be cleared out easily.

Pohnatung lies in a hollow, and exit either end is by climbing a fairly high hill. The main cliff, which has been worked in former years, is of a peculiar reddish tint and is honeycombed with mines, which, however, are apparently not very deep for the most part.

I once read in an old geography book that Pohnatung was the biggest quicksilver producing district in the world. I wonder if that is true!

## CLOSING QUOTATIONS.

Banks	1230 p.m.
Unions	910 buyers
India Def.	190 sellers
Star Ferries	134 buyers
China Sugars	25 sellers
Wharves	125 buyers
Cement	854 buyers
Wharves	1165 buyers
Hkong Tramways	7 buyers
Water Boats	151 sales

## STRAIGHT AT IT.

THERE is no use of our "beating around the bush." We might as well out with it first as last. We want you to try Chamberlain's Cough Remedy the next time you have a cough or cold. There is no reason so far as we can see why you should not do so. This preparation by its remarkable cures has gained a world-wide reputation, and people everywhere speak of it in the highest terms of praise. It is for sale by all Chemists and Storekeepers.

## COMMERCIAL.

## HONGKONG SHARE MARKET.

Messrs. Moxon and Taylor in their weekly share report dated 5th January state—

Our market continues dull and depressed, and appearances point to a small volume of business until such time as money becomes easier.

Shanghai shows little or no signs of life, and practically no business has gone through with that port.

RUBBER is quoted 3 1/2 per lb. from London.

BANKS.—Hongkong Banks have buyers at \$700 after sales at the rate.

MARINE INSURANCES.—Unions are offering at \$990. Cantons have come to business at \$975. North China at \$11. 130 and \$11. 130 are unchanged from last week.

FIRE INSURANCES.—Hongkong Fire have been dealt in at \$375 and \$365, probably shares could be placed at the former rate. China Fire at \$155 have practically disappeared from the active list.

SHIPPING.—Douglases are offering at \$117 after sales at \$115. Deferred Indos have sellers at \$138 with buyers offering \$134, \$139 and \$140 having been done for March. Star Ferries seek buyers at \$85, and Steamboats could be placed at \$80.

REVENUES.—China Sugars have buyers at \$129 for cash with \$137 done for the end of the month. Malabons are wanted at \$37.

OLD AND MINING.—Langkats at \$11. 21, Rauts at \$2.40, Trochus at \$5, and Shells at 108 are all quoted at last week's level.

DOCKS, WHARVES AND GODOWNS.—Kowloon Wharves are a firm market at \$85 with a small business reported at \$86, buyers being in evidence at \$91 for March. Hongkong Docks are offering at \$100. The market for Shinghai Docks is quoted nominal at \$1.89 from Shanghai but no business has been reported.

LANDS, HOTELS AND BUILDINGS.—Centrals at \$101 and Hongkong Lands at \$96 remain at last week's level. Hongkong Hotels are offering at \$115. Rum-plyas are wanted at \$8.80 while West Points at \$8.4 and Sowell Lands at \$35 are quiet with nothing doing.

COTTON MILLS.—Ewos at \$1. 155, Kung Yiks at \$1. 145, Yangtsepoos at \$1. 51, and Shanghai Cottons at \$1. 115 are all quoted nominal with no business passing.

ELECTRIC COMPANIES.—Hongkong Electric at \$53 have been dealt in to a small extent. China Lights could be placed at \$41 and Hongkong Trams are now wanted at the slightly advanced rate of \$7.

MISCELLANEOUS.—China Borneo at \$83 and China Providents at \$8.80 are wanted at quotations. Wm. Powells have come to business at \$8; and Waterboats at \$10. Dairy Farms are quoted at \$20 and Cements have weakened slightly to a selling rate of \$11.80 with no business to report.

EXCHANGE.—The demand rate on London is 24 1/2 and the T.T. selling rate on Shanghai is 67.

## THE SHIPPING DISASTER AT CHEFOO.

## OVER TWO HUNDRED PASSENGERS LOST.

The following details of the shipping disaster referred to in a Reuter's Cable yesterday are from the *Kobe Herald* of December 27—

News of a terrible shipping disaster is to hand from Dairen, the steamer Hanksaku Maru which runs between that port and Chefoo having run on a sunken rock outside the latter port in a heavy snow storm on Monday morning. The reports were despatched to the Hanksaku Maru is a steamer of 735 tons, owned by the Awa Kyodo Kisen Kaisha. She left Dairen for Chefoo on Sunday evening at 8 o'clock and sank at the entrance of Chefoo the following morning during a severe blizzard. When the plight of the vessel was first discovered, between 30 and 40 survivors were seen clinging to the bridge, but nothing could be done to rescue them owing to the high sea running. The warship Chiyoda, a Chinese man-of-war, two steamers and several launches were despatched to the scene but they were unable to approach the ill-fated vessel. There were over two hundred and fifty persons on board and it is feared that almost all have perished. In the bitter weather prevailing even those who found a place of safety for the time being would probably be frozen to death. The spot where the steamer sank is said to be at the north end of the harbour of Chefoo.

The Admiralty has received a message from Rijnin reporting that immediately after the disaster was received the Naval Station there despatched the cruiser Chiyoda to the scene.

A later despatch says that Mr. Kus, of the Japanese Consulate at Chefoo, who went to the scene of the wreck, is reported to have told the Japanese special correspondent that the Hanksaku Maru ran on a sunken rock between two steep bluffs. Her stern was under water. Only the bridge could be seen and on it were 12 or 13 persons crying for help. It was quite impossible to approach the wreck owing to the high sea running. The Japanese man-of-war Chiyoda and two Chinese man-of-war were standing by, but they were unable even to lower boats. Early in the morning between 70 and 80 persons could be seen on the bridge, but the number gradually diminished as one after the other dropped off, until finally only 12 or 13 remained.

The steamer had 230 passengers on board—2 Americans, 15 Japanese and 222 Chinese. The crew consisted of 20 Japanese and Chinese. It is feared that not a soul was saved.

## STATUE OF LIBERTY.

## ILLUMINATED.

The Statue of Liberty at the entrance to New York Harbour will be as splendid a spectacle by night as by day, for it is at present being brilliantly illuminated by a newly installed lighting system dedicated last month in the presence of President Wilson and many of the distinguished men of the nation.

For years there have been complaints and regret that the statue should be so poorly illuminated at night. The World, with a commendable spirit of public service, obtained permission from Congress to install the new lighting system, raised \$20,000 by popular subscription to pay for the project and now presents this great improvement to an appreciative public.

## CUTTING.

To the great relief of the neighbours, the snobbish and unpopular Jones family were moving. While the furniture was being brought out, a great deal of cutting was experienced in removing pianoforte from an upper room, and some one proposed getting it through a large window and sliding it down. Then came a suggestion from the Joneses' next-door neighbour, who had long looked down on the family, that they should cut the piano down the stairs and then through the front door. "No," said a lady, "let it be put up the stairs and then down the stairs, and then through the front door." "Let it come out at the back," said the "stalwart" system. "—*Illustrated*." *Reporter*.

## VISITING CARDS

PRINTED AT

China Mail Office.















## HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

## JOINED.

The P. D. Bucker having joined is allotted Corps No. 2010 and posted to Escort Company.

Mr. W. H. Stapleton having joined is allotted Corps No. 2047 and posted to Belchers 6th Section.

## LEAVE.

Lieut. Hall is granted 10 months' leave from April next.

Sgt. N. S. Moses is granted one month's leave from 11.12.16.

Mr. A. E. Silstone is granted 12 months' leave from 1.1.17.

Mr. C. Hodgson is granted two months' leave from 1.1.17.

## TRANSFERRED.

Sgt. J. J. Lyndal is transferred from Engineer Company to H.K.V.R. from this date.

Mr. J. P. V. Remedios is transferred from Belchers 6th Section to Engineer Company from this date.

## PROMOTION.

Mr. H. Poley to be Corporal from this date.

## ENGINEER COMPANY.

Detail of Engineer Company duties at Lyndal from 2nd to 10th January has been posted at Headquarters.

## SIGNALLING SECTION.

In the signallings test for Signallers held on December 20th by the Commanding Officer the under-mentioned members qualified—1st Class, Sgt. J. H. Lawrence; and 2nd Class, Ptes. A. V. G. Andrews and P. Reiss.

This Section will be subdivided as follows until further orders.

1st Class Signallers: Sgt. Lawrence, Corp. Young, Lieut. Reiss, Lieut. Hume, Ptes. F. Reiss and P. Reiss.

2nd Class Signallers: Ptes. E. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

3rd Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

4th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

5th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

6th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

7th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

8th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

9th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

10th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

11th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

12th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

13th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

14th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

15th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

16th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

17th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

18th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

19th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

20th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

21st Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

22nd Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

23rd Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

24th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

25th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

26th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

27th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

28th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

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30th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

31st Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

32nd Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

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34th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

35th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

36th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

37th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

38th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

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40th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

41st Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

42nd Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

43rd Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

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45th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

46th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

47th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

48th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

49th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

50th Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

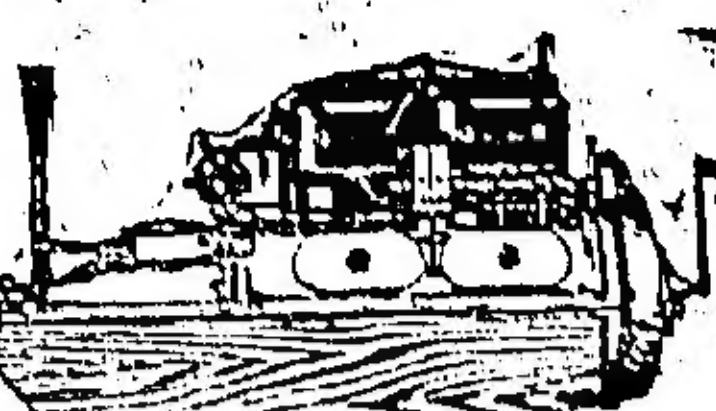
51st Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

52nd Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

53rd Class Signallers: Ptes. A. Reiss, B. Reiss, C. Reiss, D. Reiss, E. Reiss, F. Reiss, G. Reiss, H. Reiss, I. Reiss, J. Reiss, K. Reiss, L. Reiss, M. Reiss, N. Reiss, O. Reiss, P. Reiss, Q. Reiss, R. Reiss, S. Reiss, T. Reiss, U. Reiss, V. Reiss, W. Reiss, X. Reiss, Y. Reiss, Z. Reiss.

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## CHURCH SERVICES.

## St. John's Cathedral, Hongkong.

1st SUNDAY AFTER EPIPHANY, JAN. 7th.

Holy Communion (7.50 a.m.)  
Matins (11 a.m.)

Responses, Psalms, Venite, Elvey;  
Psalms, Langdon, Henley, Trent;  
Te Deum, Cakely in F; Jubilate,  
Felton (14th evening); Anthem, O  
Zion that bringest—Stainer;  
Hymn, 74.

Holy Communion (12 noon).  
"God Save the King."

Evensong (5.45 p.m.).  
Responses, Psalms, Coss; Magni-  
ficat, Smart (14th evening); Nunc  
Dimittis, Woodward (14th evening);  
Hymns, 79, 78, 75.

Union Church, Kennedy Road.

Morning Service at 11 a.m.—Psalms,  
100; Hymns, 611, 18, 480.  
Subject: The Arrested Journey.

Communion at 12.  
Evening service at 6 p.m.—Hymns,  
483, 483, 296, 20.  
Subject: The Untrodden Way.  
Prayer: Rev. J. Kirk Macdonald.

St. Andrew's Church, Kowloon.

Holy Communion at 8 a.m. and 11 a.m.  
Morning Prayer at 11 a.m.

Hymn, 99; Venite, Elvey, Psalms, 7th  
morning; Te Deum, Woodward,  
Smart & Turle; Jubilate, Goodson,  
Kyrie, Dryer; Hymns, 105, 107, 306,  
106, National Anthem.

Evening Prayer at 6 p.m.  
Hymn, 101; Psalms, 7th Evening, as set;  
Magnificat, Battisall; Nunc Di-  
mittis, Felton; Hymns, 105, 107, 384,  
Vesper Hymn, National Anthem.

Peak Church.

Evening Service at 6.30.

St. Peter's Church, West Point.

8 a.m.—Holy Communion.  
11 a.m.—Morning Prayer and Sermon.  
11.15 p.m.—Watch Night Service, fol-  
lowed by celebration of Holy Commu-  
nion.

The Gospel Hall.

10 & 15 FREDERICK STREET.

Weekly Services—Sunday: Breaking of  
Bread for Believers only, 11 a.m.  
Gospel Meeting, 5 p.m.